



PLANNING
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August 15, 2023

Jeanie Myers
Secretary Treasurer to the Committee of Adjustment
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Dear Ms. Myers:

RE: Application for Minor Variance for 11953 Creditview Road & 1577 Mayfeild Road, Brampton
MHBC FILE: 21416A
CITY FILE: A-2022-0181

On behalf of our client, JT Developers, a Minor Variance application for the lands municipally known as 11953 Creditview Road and 1577 Mayfield Road in the City of Brampton (the "Subject Lands") was submitted on May 20th 2022. This application is being submitted to update these materials and requested variances based on the updated Site Plan submission made on July 19th 2023. In support of the Minor Variance application, please find the following revised materials enclosed:

- One (1) copy of the updated Site Plan; and,
- One (1) copy of BA Group Stacking Reduction Memo.

OVERVIEW:

The Subject Lands are designated as 'Residential' and 'Neighbourhood Retail' in the City of Brampton Official Plan, and Zoned 'Commercial C3 Special Section 2454' in Zoning By-law 270-2004.

A Site Plan Application was submitted to the City of Brampton on February 17, 2022 (SPA-2022-0033). The application is to facilitate the development of a commercial plaza that will be comprised of a food store, retail, drug store, financial and restaurant uses. The total commercial GFA of the proposal is 10,085 square metres, comprised of eight units that are supported by 454 parking spaces and four loading spaces.

To support the Site Plan Application, an application for a minor variance was submitted in May of 2022. The proposed variance requested amended *Section 2454.2.11* of the City of Brampton Zoning By-law 266-2013, to permit a minimum of two stacking spaces per financial institution drive thru, whereas the by-law required a minimum of four stacking spaces per financial institution. This application was deferred, as changes were anticipated to the concept plan.

Since then, the development concept for the Subject Lands has evolved. A Site Plan resubmission was made on July 19th, 2023 that included a revised development concept. The proposed development will have 11,655 m² of commercial GFA, a coverage of 29.91%, an FSI of 0.30, and provide 473 parking spaces, and six loading spaces. Based on these changes, the proposed development is deficient in both required parking supply as well as required stacking spaces.

The revised minor variance consists of a continuance of the previous variance submitted in May of 2022 that proposed a reduction in stacking spaces for financial institutions, as well as the addition of a new variance for an overall reduced parking rate.

REQUESTED VARIANCES:

1. Building F and Building H both have a drive-thru ATM's with two stacking spaces each. The Subject Lands are zoned 'Commercial C3 Special Section 2454' in Brampton Zoning By-law 270-2004. Section 2454.2.11 of the Zoning-Bylaw states: *A minimum of four stacking spaces for a facility associated with a bank, trust company or finance company shall be required.* The following variance is to change the minimum stacking space requirement:

Section 2454.2.11 to permit a minimum of two stacking spaces per financial institution drive thru, whereas the by-law required a minimum of four stacking spaces per financial institution.

2. The Subject Lands are zoned 'Commercial C3 Special Section 2454' in Brampton Zoning By-Law 270-2004. Section 2451.210 of the Zoning By-Law states: *1 parking space for each 22 square metres of gross commercial floor area or portion thereof shall be required.* The total GFA of the proposed development is 11,469.77 m², equating to 522 required parking spaces. The proposed development includes 473 parking spaces, being a deficiency of 49 parking spaces. The following variance is to change the minimum parking space requirement:

Section 2454.2.10 to permit 1 parking spaces per 24.25 square metres of gross commercial floor area, whereas the by-law required 1 parking space for each 22 square metres of gross commercial floor area.

MINOR VARIANCE TESTS:

We believe that the relief requested above from the provisions of by-law 270-2004 meets the four tests set out under Section 45(1) of the *Planning Act* as follows:

1. *The variance maintains the general intent and purpose of the Official Plan*

The site is designated 'Residential' on Schedule A – General Land Use Designations. The site is also identified as 'Neighbourhood Retail' in the Mount Pleasant Secondary Plan as shown on Schedule G – Secondary Plan Areas of the Brampton Official Plan.

The 'Residential' designations shown on Schedule A permits predominantly residential uses. Complementary uses shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Use

designations, such as local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses.

The site is also designated as 'Neighbourhood Commercial' in Brampton's Community Block Plans (Mount Pleasant 51-2). This designation permits drive through facilities for financial institutions. This designation also permits surface parking areas where the view to the parking from adjacent uses is minimized, and parking is broken down into small defined blocks.

Therefore, it is our opinion that the proposed variances meets the intent of the Official Plan and the Community Block Plan.

2. The variance maintains the general intent and purpose of the Zoning By-law

The site is zoned 'Commercial C3 Special Section 2454' in the Brampton Zoning By-law 270-2004. A bank, trust company, or finance company are permitted uses in this Zone. As noted above, the exception 2454 of the zoning by-law indicates that a minimum of four stacking spaces for facility associated with a bank, trust company or finance company shall be required. As such, the proposed variance to permit a reduction in the required stacking spaces from four to two is consistent with the intent of the Zoning By-law, as it still provides stacking spaces at both of the financial establishments proposed in the site plan.

A parking lot is also a permitted use in this Zone. The exception 2454 of the zoning by-law states that 1 parking space for each 22 square metres of gross commercial floor area shall be required. Therefore, the proposed variance to permit a reduction in the required parking rate from 1 parking space per 22 m² of GFA to 1 parking space per 24.25 m² of GFA remains consistent with the goals of the Zoning By-law through providing sufficient parking to support the needs of the commercial uses.

Therefore, it is our opinion that the proposed variance meets the intent of the Zoning By-law.

3. That the requested variance is desirable for the appropriate development or use of the land

The proposed variance for reduced stacking spaces still provides 2 stacking spaces at Building F and Building H. The zoning by-law permits a minimum of four stacking spaces whereas the proposed minor variance requests a reduction for a minimum of two stacking spaces. The reduction in stacking spaces allows a clear vehicular and pedestrian path of travel and parking spaces in the vicinity of the buildings, providing alternative ways to access the building.

The second variance, for a reduced parking rate from providing 1 parking space per 22 m² of GFA to 1 parking space per 24.25 m² of GFA, allows for sufficient parking to maintain the intent and function of the commercial uses. This reduced parking rate is adequate to support the proposed development based on reviews of parking demands in similar retail plazas, the ability to share parking supply between the proposed uses on site, and the policy goals for the designation which encourage compact, mixed-use pedestrian friendly development.

A memorandum prepared by BA Group has been provided in support of both the reduction in stacking spaces, along with the reduced parking rate for the proposed development. The memorandum notes that these variances are appropriate for the site.

Therefore, it is our opinion that the proposed variance is desirable for the appropriate development of the land.

4. *That the requested variance is minor in nature*

The first proposed variance is required to reduce the minimum required stacking spaces for Buildings H and F. The Zoning By-law requires a minimum of four stacking spaces, whereas the variances requests a reduction to a minimum of two stacking spaces. The site plan proposed to reduce the stacking by half for Building H and F only. All other buildings on the property intend to maintain the required number of stacking spaces for the proposed uses and comply with all other provisions of the By-law.

The test of minor is not a test of scale, but rather a determination of potential impact. The second variance is required to reduce the required parking rate from 1 parking space per 22 m² of GFA, to 1 parking space per 24.25 m² of GFA. As the proposed uses are complimentary to one another, there is an opportunity for parking to be shared effectively between the uses, negating the need for surplus parking on site.

Therefore, it is our opinion that the proposed variance is minor in nature.

CONCLUSION

As such, it is our opinion that the proposed variances meet the four tests set out under Section 45(1) if the *Planning Act*.

If you require further information please do not hesitate to contact use. We look forward to this matter being scheduled on the September 12, 2023 Committee of Adjustment agenda.

Thank you.

Yours Truly,
MHBC



Katherine Rauscher, MCIP, RPP
Senior Planner

Memorandum

TO:

Katherine Rauscher, Associate
MHBC Planning, Urban Design & Landscape Architecture
442 Brant Street, Suite 204
Burlington, ON, L7R 2G4
Phone: (905) 639- 8686, ext. 238

FROM:

George J. Poulos
Stuart B. Anderson

PROJECT:

8127-01
Mayfield Road & Creditview Road
Commercial Development

DATE:

July 28, 2023

SUBJECT: MAYFIELD ROAD & CREDITVIEW ROAD SOUTHEAST QUADRANT COMMERCIAL DEVELOPMENT- MINOR VARIANCE APPLICATION

BA Group has been retained by JT Developers to provide transportation consulting services related to the proposed commercial development of a Site located in the southeast quadrant of the Mayfield Road / Creditview Road intersection within the City of Brampton, in the Region of Peel (herein referred to as “the Site”). The block is municipally known as Part of Lot 17, Concession 3, and is located within Block Plan 51-2 of the Mount Pleasant Secondary Plan lands. The Site is currently vacant.

In February 2022 BA Group submitted a Transportation Operations Study with respect to a Site Plan Application being submitted to the City of Brampton and the Region of Peel. The study provided a scope limited to the analysis of the site plan, access driveways, as well as the adjacent Mayfield Road / Creditview Road intersection in order to assess capacity conditions and queueing impacts. At the time, the development programme proposed a total of approximately 10,085 m² of commercial GFA, 454 parking spaces and four (4) loading spaces.

More recently, a change to the development programme has been proposed to the effect of 11,655 m² of commercial GFA, 473 parking spaces and six (6) loading spaces. In June 2023, BA Group submitted an updated Memorandum to review the change in development statistics, and make conclusions regarding the feasibility of previously determined traffic operations and parking and loading facilities. Section 2.2 of the Memorandum noted that a minor variance would have to be sought in light of a deficiency in the proposed parking supply relative to the Site-specific By-law. Additionally, a variance will be sought for a reduced drive-through stacking reduction at Building F and Building H (proposed banks).

This Memorandum has been prepared for the minor variance application, to review the proposed parking supply and reduced stacking for the drive-through facilities associated with the proposed bank buildings.

BA Consulting Group Ltd.

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Toronto ON M4V 1K9 EMAIL bagroup@bagroup.com

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**MOVEMENT
IN URBAN
ENVIRONMENTS**

BAGROUP.

1.0 DEVELOPMENT PROGRAMME UPDATE

Proposed development statistics are summarized in **Table 1**. As can be seen in the Table, of 11,655 m² of commercial GFA is proposed as part of nine (9) buildings. A total of 473 parking spaces will be provided on the site.

TABLE 1 DEVELOPMENT STATISTICS

Use	Structure	Current GFA Proposal
Retail	Building A	4,375 m ²
	Building B	1,271.53 m ²
	Building C	924 m ²
	Building D	660.45 m ²
	Building E	1,005.86 m ²
	Building G	1,930.10 m ²
Bank	Building H	464.59 m ²
	Building I	464.5 m ²
	Building F	558.74 m ²
Total		11,654.77 m²
Parking	All Areas	473 spaces
Loading	All Buildings	6 spaces

Notes:

1. Current Site statistics provided VGA Architects Inc., dated June 19th, 2023.

2.0 PARKING REVIEW

2.1 ZONING BY-LAW REQUIREMENTS

A site-specific Zoning By-law (266-2013) applies to the Site. Under the site-specific Zoning By-law, a uniform parking rate of one space for every 22 m² of gross commercial floor area is required. Parking requirements are summarized in **Table 2**. Part of Building E is intended to function as a daycare, which under site-specific By-law 266-2013 is a permissible addition to the subject lands and is governed under the same aforementioned parking requirement.

As can be seen in the Table, the proposed site-specific By-law requires a minimum of 522 parking spaces.



TABLE 2 ZONING BY-LAW 266-2013 PARKING REQUIREMENTS

Building	Gross Commercial Floor Area (m ²)	Parking Rate	Parking Required
Building A	4,190 m ²	1 space / 22 m ²	522
Building B	1,271.53 m ²		
Building C	924 m ²		
Building D	660.45 m ²		
Building E	1,005.86 m ²		
Building G	1,930.10 m ²		
Building H	464.59 m ²		
Building I	464.5 m ²		
Building F	558.74 m ²		
Total	11,469.77 m²	--	522

Notes:

1. For purposes of the parking calculation the mezzanine GFA has been deducted from the Building A GFA.

2.2 PROPOSED PARKING SUPPLY

The proposed site plan shows provision of 473 parking spaces (1 space / 24.5 m²), which represents a shortfall of forty-nine (49) parking spaces, accounting for an approximate 9% deficiency.

2.3 DRIVE-THROUGH STACKING

Section 2454.2-11 of Zoning By-law 266-2013 requires that a bank use with a drive-through facility provide a separate stacking area with a minimum capacity of four (4) vehicles.

3.0 ANTICIPATED PARKING DEMANDS

3.1 ESTIMATED DEMANDS FROM SURVEYED SITES

To assist with estimating the parking needs for the proposed development, parking data was reviewed from parking demand surveys of key land uses (bank with a drive-through facility and retail plaza) proposed for the site. The survey data and findings are described further below.

3.1.1 Retail Plaza

To review expected parking demand generation for a mixed retail/commercial site, parking demands were reviewed for similar retail/commercial plazas in Etobicoke on The Kingsway; and in Oakville at the intersection of Upper Middle Road / Eight Line. Proxy parking data is attached in **Appendix A**.

The Humbertown Shopping Centre is located at 270 The Kingsway in Etobicoke and has a total GFA of 12,634 m², which is similar to the subject site, and provides a supply of 443 parking spaces. This proxy site



was surveyed on two weekdays in 2011 between 9:00am and 9:00pm. The peak observed parking demand ratio from the two surveyed days in 2011 was 2.46 spaces per 100m² of occupied site GFA.

The Upper Oakville Shopping Centre is located at 1101 Upper Middle Road in Oakville and has a total GFA of 17,532 m² (fully occupied at the time of the surveys) and provides a supply of 978 parking spaces. This proxy site was surveyed on two weekdays – one in 2013 and one in 2017 – between 9:00am and 9:00pm. The peak observed parking demand ratio from the two surveyed days in 2013 and 2017 was 2.79 spaces per 100m² of occupied site GFA.

3.1.2 Banks

To review expected parking demand generation for a bank with a drive-through facility, parking demands were reviewed for banking establishments in Oakville, Brampton, and Etobicoke. Proxy parking data is attached in **Appendix B**.

- A TD Canada Trust branch location at the intersection of Upper Middle Road / 3rd Line in Oakville was surveyed in 2003. The weekday peak observed parking demand ratio was 6.25 spaces per 100 m² of occupied site GFA.
- An RBC Canada branch location at the intersection of Sunny Meadow Boulevard / Bovaird Drive was surveyed in 2002. The weekday peak observed parking demand ratio was 5.53 spaces per 100 m² of occupied site GFA.
- A TD Canada Trust branch location at the intersection of Royal York Road / Summitcrest Drive in Etobicoke was surveyed in 2003. The weekday peak observed parking demand ratio was 5.30 spaces per 100 m² of occupied site GFA.

3.2 COMBINATION OF ESTIMATED DEMANDS

Based on the data from parking demand surveys referred to above, an overall estimate can be made for the subject site using the following parking demand rates:

- Retail at 3.0/spaces per 100m² (rounded up from the observed 2.5 and 2.8 spaces per 100m²)
Applied to Buildings A, B, C, D, E and G (approximately 9,982 m²)
- Bank at 6.5/spaces per 100m² (rounded up from the observed 5.3, 5.5 and 6.3 spaces per 100m²)
Applied to buildings F, H and I (approximately 1,488 m²)

Based on the above, a peak weekday afternoon parking demand of approximately 400 spaces is estimated for the subject site, based on parking demand data for surveyed proxy sites.

3.3 SHARED PARKING

The proposed development will have a common supply of parking that will not be reserved or allocated for any particular use. This will allow for the parking supply to operate on a shared basis, which takes advantage of the different times of day at which different uses on the site will generate peak parking demands. Some of the potential uses proposed on the site will have peak operating times that will not coincide with each other. For instance, the highest parking use according to the Zoning By-law is expected to be Building A,



requiring approximately 190 parking spaces. As this is expected to be a grocery store, the peak periods are expected to be in the evening and weekends, a time in which some other high parking uses will not likely be operating at full capacity.

3.4 POLICY CONTEXT

The site is designated “Commercial” within the Mt Pleasant Secondary Plan – Area 51. The goals and objectives of the Mt Pleasant Secondary Plan include establishing a transit-oriented community based on compact urban development, and providing commercial land uses to fulfil the weekly shopping needs of the surrounding community.

Regarding the Urban Design Guidelines recommendations on the public and private realm; the buildings and parking areas should be connected by a variety of wide pedestrian pathways and vehicular driveways, which are accessible to all. Further, landscaping should be incorporated into pedestrian walkways and within the parking areas where possible. Where parking is visible from the street, landscape features such as plants, low walls, decorative metal fencing and columns should be incorporated to screen the parking and intercept car headlights. Pedestrian amenities including seating, lighting and signage should be incorporated to enhance the character of the development.

From a higher-level perspective, the subject Block will be well serviced by an existing transit network, walking and cycling network (both constructed and currently undergoing approvals) and will benefit from an existing community with walkable streets and good connectivity. The amenities provided onsite will bolster the community’s ability to take advantage of the integrated multi-modal transportation network, especially through direct access to the future Mayfield Road Multi-Use Trail and reduce the overall dependence on automobiles. The proposed mix of uses on the site will provide a range of services to nearby residents and a significant portion of the customer base is expected to be drawn from the adjacent community.

Given the above, a parking provision of 48 spaces lower than the zoning by-law requirement (approximately 9% of required parking provision) is appropriate in the context of this developing community.

4.0 SUITABILITY OF DRIVE-THROUGH STACKING SUPPLY

Trip generation proxy surveys have previously been conducted by BA Group at bank locations of a similar size to those proposed in Building H and Building F. Surveys were undertaken to document trip generation rates at drive-throughs during the weekday morning and afternoon at the following sites:

- Sheppard Avenue East / Aragon Avenue (TD Bank), Scarborough - approximately 8,640 sq.ft GFA and contains one drive-through lane.
- Queensway / Atomic (CIBC Bank), Etobicoke – approximately 9,945 sq.ft GFA with two drive-through lanes.

Trip generation findings for proxy bank sites with drive-throughs are summarized in **Table 3**. Proxy data is attached in **Appendix C**.



TABLE 3 PROXY BANK DRIVE-THROUGH TRIP GENERATION RATES

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
TD Bank – Sheppard / Aragon, Toronto	1.85	1.85	3.70	3.59	3.59	7.18
CIBC – The Queensway / Atomic, Toronto	4.02	4.02	8.04	4.93	4.83	9.75
Average Rate (Trips per 1000 ft ²)	2.94	2.94	5.87	4.26	4.21	8.47
Selected Trip Rates	2.94	2.94	5.87	4.26	4.21	8.47

Application of selected bank drive-through peak hour trip rates to the proposed Building E and Building G developments are summarized in **Table 4**.

TABLE 4 SITE BANK DRIVE THROUGH PEAK HOUR TRIP GENERATION FORECASTS

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Building H (5,000 ft ²)	15	15	30	20	20	40
Building F (6,014 ft ²)	20	15	35	25	25	45

As can be seen in the Table, Building H is anticipated to generate a maximum of 30-40 trips in the peak hours (equating to approximately one car entering every one and a half to two minutes), and Building F is anticipated to generate a maximum of 35-45 trips in the peak hours (equating to one car every one and a half to two minutes).

Considering the provision of two (2) drive-through stacking spaces, and the turn-over rate of drive-through banking services, the proposed drive-through parking supply should be adequate to accommodate anticipated drive-through traffic volumes at both proposed bank buildings. In the event that demands are temporarily greater than the bank drive-through stacking allows, any overflow would occur within a secondary internal circulation route. Potential queuing that extends beyond the stacking capacity will not have any significant impacts to on-site circulation because primary circulation routes will not be affected, and overflow queues will not create any off-site impacts.

From a transportation perspective, the proposed drive-through stacking supply of two (2) spaces each at Building H and Building F is considered suitable, and the proposed variance can be considered minor in nature.



5.0 CONCLUSIONS

As a result of the above, the following conclusions are made:

- The site's parking and loading requirements are governed by a site-specific Zoning By-law (266-2013) of the City of Brampton;
- The proposed parking provision of 473 spaces (1 space / 24.5 m²) is lower than the Zoning By-law minimum parking requirement of 522 spaces for the site;
- Based on reviews of surveyed parking demands at uses proposed on the site, and at other retail plazas in Etobicoke and Oakville, it is anticipated that the peak parking demands will approximately 400 spaces;
- Given the mix of proposed uses on the site, there is scope for parking resources to be shared effectively between uses;
- A minor variance for parking is in line with the City's policies for compact urban development as contained in the Mt Pleasant Secondary Plan, which facilitates the development of a mixed-use pedestrian friendly community and an overall reduction in the overall number of trips by private automobile;
- The proposed drive-through lanes at Building H and Building F provides sufficient stacking spaces for two vehicles, which is anticipated to meet the needs of a bank.
- The parking drive-through provisions for the site have been designed to meet the needs of the prospective tenants, and are appropriate for the site.



Appendix A Retail Proxy Surveys

Project: Humbertown Shopping Centre
Project No: 7017.09.1
Location: Site
Parking Demand Study
Date: Wednesday March 30, 2011

Area	A	B	C	D	E	F	Illegal	Total	Parking	%
Supply	207	133	28	79	21	61		529	3.89	Occupied
Time									Ratio	
9:00	54	7	5	57	17	33	0	173	1.27	33%
10:00	87	17	9	72	19	49	2	255	1.88	48%
11:00	95	20	11	67	18	50	1	262	1.93	50%
12:00	115	23	21	76	21	47	5	308	2.26	58%
13:00	117	20	18	78	21	49	5	308	2.26	58%
14:00	119	19	20	72	21	48	4	303	2.23	57%
15:00	123	18	22	70	19	51	6	309	2.27	58%
16:00	99	23	23	74	21	45	8	293	2.15	55%
17:00	87	18	21	75	19	43	6	269	1.98	51%
18:00	52	16	5	62	19	17	2	173	1.27	33%
19:00	26	16	1	39	17	7	0	106	0.78	20%
20:00	14	8	0	25	12	6	0	65	0.48	12%
21:00	9	1	0	15	10	4	0	39	0.29	7%

Date: Thursday April 14, 2011

Area	A	B	C	D	E	F	Illegal	Total	Parking	%
Supply	207	133	28	79	21	61		529	3.89	Occupied
Time									Ratio	
9:00										
10:00										
11:00	112	23	14	71	21	40	3	284	2.09	54%
12:00	94	19	18	73	21	50	6	281	2.07	53%
13:00	119	18	18	77	21	48	5	306	2.25	58%
14:00	125	25	23	77	20	43	5	318	2.34	60%
15:00	131	22	19	76	18	47	5	318	2.34	60%
16:00	126	35	25	73	18	48	10	335	2.46	63%
17:00	108	20	25	76	18	36	8	283	2.08	53%
18:00										
19:00										
20:00										
21:00										

Notes:

Existing Stats Office 25,000 as per Area Calculations_10.28.10.pdf Supply 443 ??? Per notes from file
 Retail 111,000
 Total 136,000

Parking Ratio per 1000 s.f.

For Parking Area Map, see:

<P:\70\17\09\Data Collection\ParkingZones.pdf>

Project: Upper Oakville Shopping Centre
 Project No: 7600-01
 Location: Upper Oakville Shopping Centre

Area	Friday, December 6, 2013	Saturday, December 7, 2013	Friday February 3, 2017	Saturday February 11, 2017	Saturday February 25, 2017	Sunday February 26, 2017		
Effective Supply					957	939		
Total Supply	976	976	978	978	978	978	Existing 2017 Supply	Proposed Supply
Time								
9:00	241	245					978	891
10:00	428	479		375	353	240	978	891
10:30				401	434	210	978	891
11:00	409	529	315	450	441	223	978	891
11:30				467	405	272	978	891
11:45			348				978	891
12:00	462	523		431	414	298	978	891
12:30			359	449	464	290	978	891
13:00	486	541		449	441	286	978	891
13:15			345				978	891
13:30				460	457	293	978	891
14:00	430	486	311	462	434	271	978	891
14:30				409	430	245	978	891
14:45			329				978	891
15:00	364	423		369	405	238	978	891
15:30			327	367	391	235	978	891
16:00	395	378		347	389	221	978	891
16:15			315	340	360	230	978	891
16:30							978	891
17:00	398	360	346	333	368	223	978	891
17:45			375				978	891
18:00	458	339					978	891
18:30			368				978	891
19:00	409	229					978	891
Peak Parking Demand Ratio Per 100 sm	2.77	8.09	2.34	2.66	2.63	1.70		

Site Statistics	SF	SM
Existing GLA (s.f.)	188,708	17532
Vacant (s.f.)	1,584	147
Occupied GLA (s.f.)	187,124	17384

2.795611713

Existing Demands + Town of Oakville Parking Requirement for proposed new development (+63 spaces)

Area	Friday, December 6, 2013	Saturday, December 7, 2013	Friday February 3, 2017	Saturday February 11, 2017	Saturday February 25, 2017	Sunday February 26, 2017	Existing 2017 Supply	Proposed Supply
Time								
9:00	304	308					978	891
10:00	491	542		438	416	303	978	891
10:30				464	497	273	978	891
11:00	472	592	378	513	504	286	978	891
11:30				530	468	335	978	891
11:45			411				978	891
12:00	525	586		494	477	361	978	891
12:30			422	512	527	353	978	891
13:00	549	604		512	504	349	978	891
13:15			408				978	891
13:30				523	520	356	978	891
14:00	493	549	374	525	497	334	978	891
14:30				472	493	308	978	891
14:45			392				978	891
15:00	427	486		432	468	301	978	891
15:30			390	430	454	298	978	891
16:00	458	441		410	432	314	978	891
16:15			378	403	423	293	978	891
16:30							978	891
17:00	461	423	409	396	431	286	978	891
17:45			438				978	891
18:00	521	402					978	891
18:30			431				978	891
19:00	472	292					978	891
Peak Parking Demand Ratio Per 100 sm	8.13	8.48	2.50	8.02	8.01	2.06		

Appendix B Bank Parking Demand Proxy Surveys



TD Canada Trust - 3rd Line & Upper Middle Rd - Oakville

Parking Accumulation Study

Supply 43
Supply Ratio 11.2

Friday, December 5, 2003
1:30-3:30 PM; 6:00-7:00 PM

Time	Stalls Occupied	% Occupied	Demand Ratio
13:30	13	30%	3.39
14:30	24	56%	6.25
15:30	19	44%	4.95
18:00	17	40%	4.43
19:00	12	28%	3.13

Saturday, December 6, 2003
12:30-2:30 PM

Time	Stalls Occupied	% Occupied	Demand Ratio
12:30	21	49%	5.47
13:30	22	51%	5.73
14:30	17	40%	4.43

Note: This branch have drive-thru banking. Estimated GFA is 384 sq. m.

TD Canada Trust - 1440 Royal York Rd.

Parking Accumulation Study

Supply 29
Supply Ratio 6.4

Friday, December 5, 2003

1:00-3:00 PM

Time	Stalls Occupied	% Occupied	Demand Ratio
13:00	18	62%	3.97
13:15	15	52%	3.31
13:30	14	48%	3.09
13:45	19	66%	4.19
14:00	18	62%	3.97
14:15	22	76%	4.86
14:30	22	76%	4.86
14:45	17	59%	3.75
15:00	15	52%	3.31

6:00-8:00 PM

Time	Stalls Occupied	% Occupied	Demand Ratio
18:00	17	59%	3.75
18:15	15	52%	3.31
18:30	19	66%	4.19
18:45	9	31%	1.99
19:00	10	34%	2.21
19:15	13	45%	2.87
19:30	15	52%	3.31
19:45	13	45%	2.87
20:00	9	31%	1.99

Saturday, December 6, 2003

1:00-3:00 PM

Time	Stalls Occupied	% Occupied	Demand Ratio
13:00	20	69%	4.42
13:15	15	52%	3.31
13:30	15	52%	3.31
13:45	18	62%	3.97
14:00	23	79%	5.08
14:15	24	83%	5.30
14:30	17	59%	3.75
14:45	15	52%	3.31
15:00	9	31%	1.99

Note: Total parking supply is 29 spaces; 19 regular stalls plus 5 stalls can be use for tandem parking.
Estimated GFA is 453 sq.m.

**William Osler, Brampton
 Royal Bank, Sunny Meadow
 Wed Jan 9, 2002**

Time	In	Out	2 Way	Hourly	Parking Accum	Parking Ratio
07:00					0	0.00
07:15	6	5	11		1	0.18
07:30	7	5	12		3	0.55
07:45	12	14	26		1	0.18
08:00	7	6	13	62	2	0.37
08:15	9	8	17	68	3	0.55
08:30	10	6	16	72	7	1.29
08:45	16	10	26	72	13	2.40
09:00	19	12	31	90	20	3.69
Total	86	66	152			
Pk Hour						
8:00-9:00	54	36	90			
Trip Generation	9.95	6.64	16.59			
16:00					30	5.53
16:15	10	17	27		23	4.24
16:30	20	19	39		24	4.42
16:45	18	19	37		23	4.24
17:00	20	28	48	151	15	2.76
17:15	20	25	45	169	10	1.84
17:30	24	30	54	184	4	0.74
17:45	20	18	38	185	6	1.11
18:00	23	23	46	183	6	1.11
	155	179	334			
Pk Hour						
16:45-17:45	84	101	185			
Trip Generation	15.48	18.62	34.10			

Trip Generation per 1000 sq ft, based on 5425 sq ft as per air photo measurement.
 This bank includes Drive Thru facilities.

File converted from Lotus 123, original Lotus file in R\Data\Parking\Lotus Originals

Appendix C Bank Drive Through Trip Generation Proxy Surveys



Project No: 6625.35
 Project : Block E West - STC
 Study Location: CIBC Bank (The Queensway / Atomic Ave)
 Study Date: Friday, June 14, 2013
 Study Time: 7:30-9:30 AM & 4-6 PM

Traffic

Period Ending	The Queensway Access		Atomic Ave Access		Site Total			Hourly
	In	Out	In	Out	In	Out	2-Way	
7:45	4	8	5	9	9	17	26	
8:00	8	10	7	2	15	12	27	
8:15	5	13	8	3	13	16	29	
8:30	11	6	5	6	16	12	28	110
8:45	17	9	4	10	21	19	40	124
9:00	11	13	7	9	18	22	40	137
9:15	11	10	11	5	22	15	37	145
9:30	2	5	7	6	9	11	20	137
Total	69	74	54	50	123	124	247	
Peak Hour 8:15-9:15 Trip Rates	50	38	27	30	77	68	145	
					7.74	6.84	14.58	
Common Peak 8:00-9:00 Trip Rates	44	41	24	28	68	69	137	
					6.84	6.94	13.78	
16:15	11	21	21	22	32	43	75	
16:30	12	16	16	8	28	24	52	
16:45	17	14	20	14	37	28	65	
17:00	18	22	18	15	36	37	73	265
17:15	11	17	17	13	28	30	58	248
17:30	16	22	26	13	42	35	77	273
17:45	17	17	11	17	28	34	62	270
18:00	17	20	17	13	34	33	67	264
Total	119	149	146	115	265	264	529	
Peak Hour 16:30-17:30 Trip Rates	62	75	81	55	143	130	273	
					14.38	13.07	27.45	
Common Peak 16:30-17:30 Trip Rates	62	75	81	55	143	130	273	
					14.38	13.07	27.45	

Drive-Thru (Included In Site Total)			
In	Out	2-Way	Hourly
11	11	22	
11	11	22	
12	10	22	
7	8	15	81
13	13	26	85
9	10	19	82
11	9	20	80
3	4	7	72
77	76	153	
40	40	80	
4.02	4.02	8.04	
41	41	82	
4.12	4.12	8.25	
12	12	24	
10	10	20	
12	12	24	
13	14	27	95
10	9	19	90
14	13	27	97
6	8	14	87
15	14	29	89
92	92	184	
49	48	97	
4.93	4.83	9.75	
49	48	97	
4.93	4.83	9.75	

Project No: 6625.35
 Project: Block E West - STC
 Study Location: TD Bank at Sheppard Ave / Aragon Ave
 Study Date: Friday, June 14, 2013
 Study Time: 7:30-9:30 AM & 4-6 PM

Traffic

Period Ending	Aragon Ave Access		Sheppard Ave E Access		Site Total			Hourly
	In	Out	In	Out	In	Out	2-Way	
7:45	4	2	0	2	4	4	8	
8:00	11	4	2	3	13	7	20	
8:15	14	5	0	5	14	10	24	
8:30	15	3	1	9	16	12	28	80
8:45	14	6	2	9	16	15	31	103
9:00	12	2	0	13	12	15	27	110
9:15	11	7	3	6	14	13	27	113
9:30	19	8	2	10	21	18	39	124
Total	100	37	10	57	110	94	204	
Peak Hour 8:30-9:30	56	23	7	38	63	61	124	
Trip Rates					7.29	7.06	14.35	
16:15	28	7	1	12	29	19	48	
16:30	22	12	2	16	24	28	52	
16:45	18	15	2	9	20	24	44	
17:00	15	6	2	9	17	15	32	176
17:15	23	12	3	20	26	32	58	186
17:30	19	10	1	11	20	21	41	175
17:45	24	14	5	14	29	28	57	188
18:00	13	9	1	9	14	18	32	188
Total	162	85	17	100	179	185	364	
Peak Hour 16:45-17:45	81	42	11	54	92	96	188	
Trip Rates					10.65	11.11	21.76	

Drive-Thru (Included in Site Total)			
In	Out	2-Way	Hourly
3	3	6	
4	3	7	
0	1	1	
2	2	4	18
5	5	10	22
4	4	8	23
3	3	6	28
4	4	8	32
25	25	50	
16	16	32	
1.85	1.85	3.70	
7	7	14	
5	5	10	
8	8	16	
5	5	10	50
10	10	20	56
6	6	12	58
10	10	20	62
4	3	7	59
55	54	109	
31	31	62	
3.59	3.59	7.18	



KITCHENER
WOODBIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON

May 20, 2022

A-2022-0181

Jeanie Myers
Secretary Treasurer to the Committee of Adjustment
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Via email: Jeanie.myers@brampton.ca

Dear Ms. Myers:

**RE: APPLICATION FOR MINOR VARIANCE
11953 CREDITVIEW ROAD & 1577 MAYFIELD ROAD, BRAMPTON
OUR FILE: 21416A**

On behalf of our client, JT Developers, we are pleased to submit the enclosed Minor Variance application for the lands municipally known as 11953 Creditview Road and 1577 Mayfield Road in the City of Brampton (the "Subject Lands"). In support of the Minor Variance application, please find the following materials enclosed:

- One (1) copy of the completed application form;
- One (1) copy of the Site Plan;
- One (1) copy of the Survey;
- One (1) copy of BA Group Stacking Reduction Memo; and,
- A cheque in the amount of \$2,662.00 made payable to the City of Brampton, representing the application fee.

OVERVIEW:

The Subject Lands are designated as 'Residential' and 'Neighbourhood Retail' in the City of Brampton Official Plan, and Zoned 'Commercial C3 Special Section 2454' in Zoning By-law 270-2004.

A Site Plan Application was submitted to the City of Brampton on February 17, 2022 (SPA-2022-0033). The application is to facilitate the development of a commercial plaza that will be comprised of a food store, retail, drug store, financial and restaurant uses. The total GFA of the proposal is 10,256.15 square metres, comprised of eight units, labelled A through H. The proposed development will have a 26.29% coverage, an FSI of 0.27 and provide 468 parking spaces, 14 of which are accessible.

REQUESTED VARIANCES:

Building E and Building G both have a drive-thru ATM's with two stacking spaces each. The Subject Lands are zoned 'Commercial C3 Special Section 2454' in Brampton Zoning By-law 270-2004. Section 2454.2.11 of the Zoning-Bylaw states: *A minimum of four stacking spaces for a facility associated with a bank, trust company or finance company shall be required.* The following variance is to change the minimum stacking space requirement:

Section 2454.2.11 To permit a minimum of two stacking spaces per financial institution drive thru, whereas the by-law required a minimum of four stacking spaces per financial institution.

MINOR VARIANCE TESTS:

We believe that the relief requested above from the provisions of by-law 270-2004 meets the four tests set out under Section 45(1) of the *Planning Act* as follows:

1. The variance maintains the general intent and purpose of the Official Plan

The site is designated 'Residential' on Schedule A – General Land Use Designations. The site is also identified as 'Neighbourhood Retail' in the Mount Pleasant Secondary Plan as shown on Schedule G – Secondary Plan Areas of the Brampton Official Plan.

The 'Residential' designations shown on Schedule A permits predominantly residential uses. Complementary uses shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Use designations, such as local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses.

The site is also designated as 'Neighbourhood Commercial' in Brampton's Community Block Plans (Mount Pleasant 51-2). This designation permits drive through facilities for financial institutions.

Therefore, it is our opinion that the proposed variance meets the intent of the Official Plan and the Community Block Plan.

2. The variance maintains the general intent and purpose of the Zoning By-law

The site is zoned 'Commercial C3 Special Section 2454' in the Brampton Zoning By-law 270-2004. A bank, trust company, or finance company are permitted uses in this Zone. As noted above, the exception 2454 of the zoning by-law indicates that a minimum of four stacking spaces for facility associated with a bank, trust company or finance company shall be required. As such, the proposed variance to permit a reduction in the required stacking spaces from four to two is consistent with the intent of the Zoning By-law, as it still provides stacking spaces at both of the financial establishments proposed in the site plan.

Therefore, it is our opinion that the proposed variance meets the intent of the Zoning By-law.

3. That the requested variance is desirable for the appropriate development or use of the land

The proposed variance still provides 2 stacking spaces at Building E and Building G. The zoning by-law permits a minimum of four stacking spaces whereas the proposed minor variance requests a reduction for a minimum of two stacking spaces.

The reduction in stacking spaces allows a clear vehicular and pedestrian path of travel and parking spaces in the vicinity of the buildings, providing alternative ways to access the building.

Therefore, it is our opinion that the proposed variance is desirable for the appropriate development of the land.

4. That the requested variance is minor in nature

The proposed variance is required to reduce the minimum required stacking spaces for Buildings E and G. The Zoning By-law requires a minimum of four stacking spaces, whereas the variance requests a reduction to a minimum of two stacking spaces.

The site plan proposed to reduce the stacking by half for Building E and G only. All other buildings on the property intend to maintain the required number of stacking spaces for the proposed uses and comply with all other provisions of the By-law.

Therefore, it is our opinion that the proposed variance is minor in nature.

As such, it is our opinion that the proposed variance meets the four tests set out under Section 45(1) of the *Planning Act*.

If you require further information please do not hesitate to contact us. We look forward to this matter being scheduled on the June 21, 2022 Committee of Adjustment agenda.

Thank you.

Yours Truly,

MHBC



Katherine Rauscher, MCIP, RPP
Senior Planner

May 18, 2022

Katherine Rauscher, Senior Planner
MHBC Planning, Urban Design & Landscape Architecture
442 Brant Street
Burlington ON, L7R 2G4
Phone: (905) 639 8686, ext. 238

RE: Drive-through Stacking Reduction Variance

Dear Katherine:

BA Group has been retained by JT Developers to provide transportation consulting services related to the proposed commercial development of a Site located in the southeast quadrant of the Mayfield Road / Creditview Road intersection within the City of Brampton, in the Region of Peel (herein referred to as "the Site"). The block is municipally known as Part of Lot 17, Concession 3, and is located within Block Plan 51-2. The Site is currently vacant.

In February 2022, BA Group submitted a Traffic Operations Study intended to provide a scope limited to the analysis of the site plan, access driveways, as well as the adjacent Mayfield Road / Creditview Road intersection in order to assess capacity conditions and queueing impacts.

The proposed development consists of 10,085 m² of commercial retail space, and includes general retail, banking, and restaurant uses distributed among eight (8) buildings (Building A – Building F). Building E and Building G are proposed to house banking uses, and will be serviced by drive-through stacking areas as illustrated in the Site Plan attached in **Appendix A**.

It is noted these buildings include two (2) drive-through parking stacking spaces, which are below the site-specific Zoning By-law 266-2013 requirement of four (4) spaces for a bank. This letter provides an analysis of the suitability of the proposed drive-through stacking supply in support of a request for a variance in the site-specific Zoning By-law 266-2013.

SUITABILITY OF DRIVE-THROUGH STACKING SUPPLY

The suitability of the proposed stacked parking supply contemplated for Building E and Building G was discussed in Section 4.3 of our February 2022 study.

Trip generation proxy surveys have previously been conducted by BA Group at bank locations of a similar size to those proposed in Building E and Building G. Surveys were undertaken to document trip generation rates during the weekday morning and afternoon at the following sites:

BA Consulting Group Ltd.
300 – 45 St. Clair Ave. W TEL 416 961 7110
Toronto ON M4V 1K9 EMAIL bagroup@bagroup.com
P:\8127\01\Report\Drivethru Stacking Memo\BA_drivethru_stacking_2022-05-13.docx

**MOVEMENT
IN URBAN
ENVIRONMENTS BAGROUP.COM**

- Sheppard Avenue East / Aragon Avenue (TD Bank), Scarborough - approximately 8,640 sq.ft GFA and contains one drive-through lane.
- Queensway / Atomic (CIBC Bank), Etobicoke – approximately 9,945 sq.ft GFA with two drive-through lanes.

Trip generation findings for proxy bank sites with drive-throughs are summarized in **Table 1**.

TABLE 1 PROXY BANK DRIVE-THROUGH TRIP GENERATION RATES

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
TD Bank – Sheppard / Aragon, Toronto	1.85	1.85	3.70	3.59	3.59	7.18
CIBC – The Queensway / Atomic, Toronto	4.02	4.02	8.04	4.93	4.83	9.75
Average Rate (Trips per 1000 ft ²)	2.94	2.94	5.87	4.26	4.21	8.47
Selected Trip Rates	2.94	2.94	5.87	4.26	4.21	8.47

Application of selected bank drive-through peak hour trip rates to the proposed Building E and Building G developments are summarized in **Table 2**.

TABLE 2 SITE BANK DRIVE THROUGH PEAK HOUR TRIP GENERATION FORECASTS

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Building E (6,014 ft ²)	20	15	35	25	25	50
Building G (5,064 ft ²)	15	15	30	20	20	40

As can be seen in the Table, Building E is anticipated to generate a maximum of 20-25 trips in the peak hours (equating to approximately one car entering every two and a half to three minutes), and Building G is anticipated to generate a maximum of 15-20 trips in the peak hours (equating to one car every three to four minutes).

Considering the provision of two (2) drive-through stacking spaces, and the turn-over rate of drive-through banking services, the proposed drive-through parking supply should be adequate to accommodate anticipated drive-through traffic volumes at both proposed bank buildings. In the event that demands are temporarily greater than the bank drive-through stacking allows, any overflow would occur within a secondary internal circulation route. Potential queuing that extends beyond the stacking capacity will not have any significant impacts to on-site circulation because primary circulation routes will not be affected, and overflow queues will not create any off-site impacts.



From a transportation perspective, the proposed drive-through stacking supply of two (2) spaces each at Building E and Building G is considered suitable, and the proposed variance can be considered minor in nature.

Sincerely,
BA Consulting Group Ltd.

A handwritten signature in blue ink, appearing to read 'G. Poulos', with a long, sweeping horizontal line extending to the right.

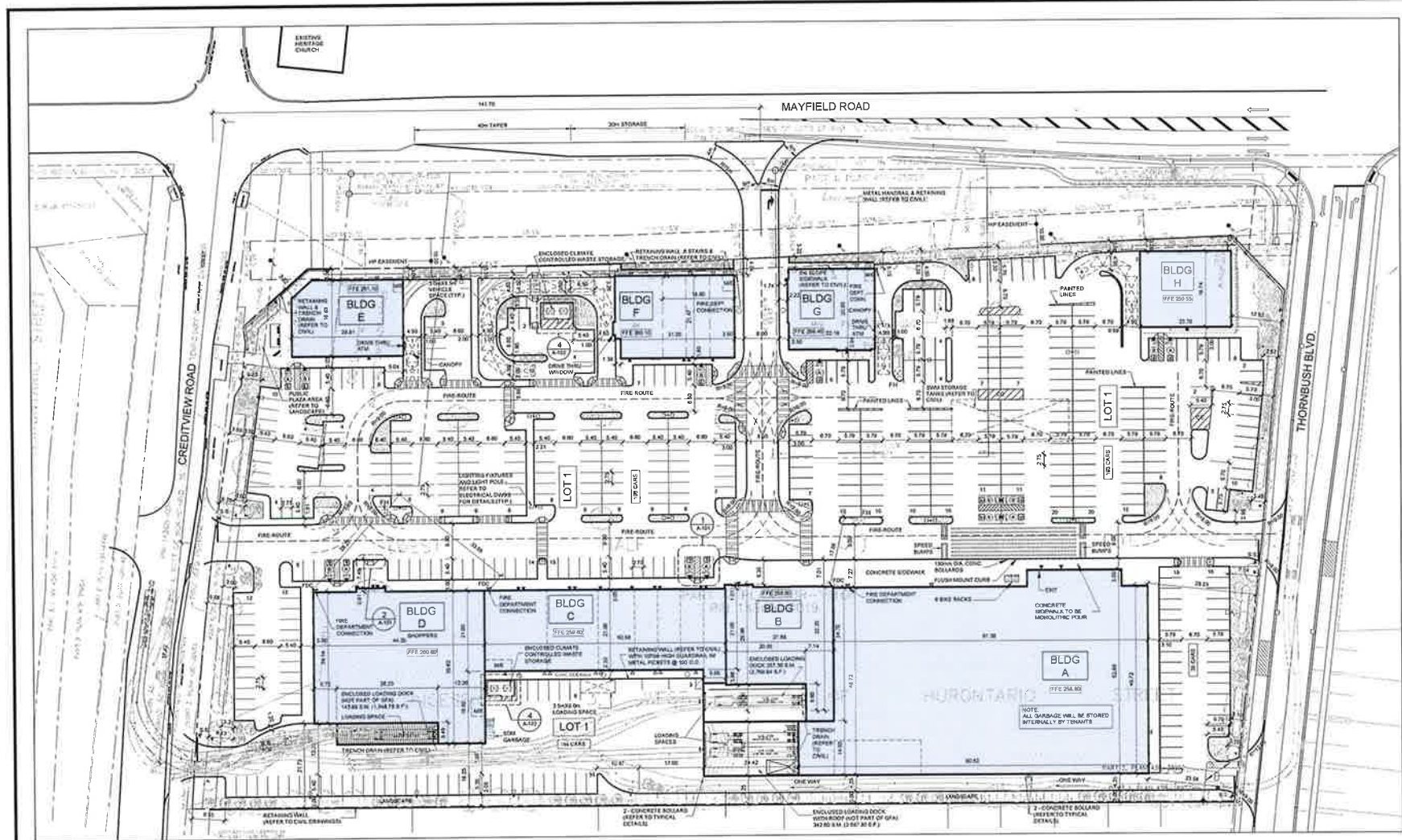
George J. Poulos, P. Eng.
Transportation Engineer

Cc: Stuart B. Anderson, P. Eng.



Appendix A: Reduced Scale Architectural Plans





1 SITE PLAN (CURRENT)
SCALE: 1/8"=1'-0"

SYMBOL LEGEND		PROPERTY LINE		NOTES	
	MAN DOOR LOCATIONS		DESIGNATED FIRE ROUTE REFER TO CIVIL DRAWINGS FOR DETAILS		FIRE ANNUNCIATOR PANEL
	LOADING DOCK LOCATIONS		ACCESSIBLE PARKING SIGN		FIRE ALARM
	DRIVE-IN LOCATIONS		ACCESSIBLE PARKING STALL		CANADA POST FACILITY
	ENTRANCE & EXIT VESTIBULES		FIRE HYDRANT AND VALVE REFER TO TYPICAL SITE PLAN DETAILS		FIRE ROUTE SIGN
	DIRECTION OF TRAFFIC FLOW		FIRE DEPT. CONNECTION		WAXED ASPHALT
	SIGNAGE ISLANDS ISOLAND CUBIC FORM AS SHOWN ON LANDSCAPE - SEE LANDSCAPE PLAN		ALTERNATIVE FUELING STATION		STOP SIGN AND BAR
	PAINTED ISLANDS PAINTED TRAFFIC ISLAND AND CURB AS PER PAVEMENT SPEC		GARbage ROOM		
	CURB CUTS FOR ACCESSIBLE ACCESS		ELECTRICAL ROOM		
	GAS METER LOCATION REFER TO MECHANICAL & CIVIL DRAWINGS		MECHANICAL ROOM		
	STORM STORAGE		CAST-IN-PLACE		
	EASEMENT		BICYCLE RACK		

SURVEY INFORMATION	
PART OF LOT 11, COMMISSION 3, WEST OF HURONTARIO STREET (GEOGRAPHIC TOWNSHIP OF CHINGWADOUNG), CITY OF SIMCOON, REGIONAL MUNICIPALITY OF PELL	
SCHAEFFER REALTY/BBN LTD. ONTARIO LAND SURVEYORS 64 ANSON DRIVE, CONCORD, ONTARIO L4K3P5, FOR CO-11-132-004	
DINO ASTRI SURVEYING LTD. 1561 WILKINSON ROAD, BARRIE, ONTARIO L4N 0B7, FOR CO-11-132-004	
WWW.ASTRISURVEYING.COM PROJECT NO. 1909-BJAN	

SITE ANALYSIS	
LOT 1 - COMB. DEVL.	58,208 AS.S.M. (68.4 AC)
BUILDING AREA	4,180.01 S.M. (15,607.11 S.F.)
BLDG A (FOOD STORE)	4,180.01 S.M. (15,607.11 S.F.)
TOTAL BLDG A	4,180.01 S.M. (15,607.11 S.F.)
BLDG B (RETAIL)	774.04 S.M. (2,731.97 S.F.)
BLDG C (MULTI-STRIP)	1,355.24 S.M. (4,972.87 S.F.)
BLDG D (DRUG STORE)	368.79 S.M. (1,324.88 S.F.)
BLDG E (MARKS)	338.79 S.M. (1,214.22 S.F.)
BLDG F (RESTAURANT/CAFE)	961.38 S.M. (3,406.95 S.F.)
BLDG G (MARKS)	470.87 S.M. (1,684.38 S.F.)
BLDG H (MARKS)	888.88 S.M. (3,200.37 S.F.)
TOTAL BLDG	10,239.89 S.M. (37,378.93 S.F.)
COVERAGE	20.25%
FEI (SPASSED)	0.37

TOTAL PARKING REQUIRED	448 CARS
TOTAL PARKING PROVIDED	448 CARS
TOTAL ACCESSIBLE PARKING REQUIRED	15 CARS
TOTAL ACCESSIBLE PARKING PROVIDED	15 CARS
PAVED AREA	28,263.74 S.M. 93.95%
BUILDING A ENCLOSED LOADING DOCK (NOT INCLUDED IN GFA)	342.80 S.M. 0.86%
BUILDING B LOADING DOCK (NOT INCLUDED IN GFA)	257.50 S.M. 0.67%
BUILDING D LOADING DOCK (NOT INCLUDED IN GFA)	143.84 S.M. 0.38%

DRAWING ISSUE		
NO.	DATE	REVISIONS
49	16.02.22	REVISIONS TO EPA
47	16.14.22	REVISIONS TO EPA
46	16.13.22	REVISIONS TO EPA
45	16.12.22	FOR REVIEW BY NPA
		RELOCATED GEAR ENCLOSURE
44	16.12.22	COOR. LANDSCAPE & ELECTRICAL
43	16.12.22	COOR. CIVIL & LANDSCAPE ENGINE
42	16.12.22	COORDINATE ELECTRICAL DRAWINGS
41	16.12.22	COORDINATE ELECTRICAL DRAWINGS
40	16.12.22	REVISIONS TO EPA

DRAWING ISSUE

DATE	PARTICULARS	BY
16.12.22	SUBMIT TO BOARD APPROVAL	ST
16.12.22	SUBMIT TO BOARD APPROVAL	ST
16.12.22	SUBMIT TO BOARD APPROVAL	ST
16.12.22	SUBMIT TO BOARD APPROVAL	ST
16.12.22	SUBMIT TO BOARD APPROVAL	ST
16.12.22	SUBMIT TO BOARD APPROVAL	ST

VGVA
Vercchi/Gagliardi Architects Inc.
201 King Street West, Suite 200
Toronto, Ontario M5X 1C2
416-597-1234

PROJECT
PROPOSED COMMERCIAL DEVELOPMENT
MARKETS BLDG (BAYVIEW & SIMCOON)
SIMCOON, ONTARIO

DRAWING NAME
SITE PLAN (CURRENT)

SCALE	EARTH DATE	PROJECT NO.
1/8"=1'-0"	26 FEB 2022	1007
DATE	SHEET NO.	
16.02.22	A-100	

Flower City



brampton.ca

FILE NUMBER: A-2022-0181

The Personal Information collected on this form is collected pursuant to section 45 of the Planning Act and will be used in the processing of this application. Applicants are advised that the Committee of Adjustment is a public process and the information contained in the Committee of Adjustment files is considered public information and is available to anyone upon request and will be published on the City's website. Questions about the collection of personal information should be directed to the Secretary-Treasurer, Committee of Adjustment, City of Brampton.

APPLICATION
Minor Variance or Special Permission
(Please read Instructions)

NOTE: It is required that this application be filed with the Secretary-Treasurer of the Committee of Adjustment and be accompanied by the applicable fee.

The undersigned hereby applies to the Committee of Adjustment for the City of Brampton under section 45 of the Planning Act, 1990, for relief as described in this application from By-Law 270-2004.

1. Name of Owner(s) Creditview Enterprises Inc. c/o Jay Jeffart
Address 8040 Yonge Street, Toronto ON M2M 3W5
Phone # 416-609-8525 Fax # _____
Email jay@thejeffartteam.com

2. Name of Agent MHBC Planning c/o Katherine Rauscher
Address 442 Brant Street, Suite 204, Burlington ON L7R 2G4
Phone # 905-629-6900 x 226 Fax # _____
Email krauscher@mhbcplan.com

3. Nature and extent of relief applied for (variances requested):
To permit a minimum of two stacking spaces per financial institution drive-thru, whereas the by-law required a minimum of four stacking spaces per financial institution.

4. Why is it not possible to comply with the provisions of the by-law?
Due to parking requirements, building configuration and drive aisle placement.

5. Legal Description of the subject land:
Lot Number Part of Lot 17
Plan Number/Concession Number Concession 3
Municipal Address 11653 Creditview Road & 1577 Mayfield Road, Brampton

6. Dimension of subject land (in metric units)
Frontage +/- 113.66 m
Depth +/- 270.0 m
Area +/- 4.36 ha

7. Access to the subject land is by:
Provincial Highway Seasonal Road
Municipal Road Maintained All Year Other Public Road
Private Right-of-Way Water

8. Particulars of all buildings and structures on or proposed for the subject land: (specify in metric units ground floor area, gross floor area, number of storeys, width, length, height, etc., where possible)

EXISTING BUILDINGS/STRUCTURES on the subject land: List all structures (dwelling, shed, garage, etc.)

Currently vacant land

PROPOSED BUILDINGS/STRUCTURES on the subject land:

The total GFA of the proposal is 10,256.15 square metres, comprised of 8 units, labeled A through H. Building A (GFA of 4,401.21 sq.m.); Building B (GFA of 774.04 sq.m.); Building C (GFA of 1,335.24 sq.m.); Building D (GFA of 1,585.63 sq.m.); Building E (GFA of 558.74 sq.m.); Building F (GFA of 661.36 sq.m.); Building G (GFA of 470.47 sq.m.); and Building H (GFA of 469.46 sq.m.)

9. Location of all buildings and structures on or proposed for the subject lands: (specify distance from side, rear and front lot lines in metric units)

EXISTING

Front yard setback n/a
Rear yard setback n/a
Side yard setback n/a
Side yard setback n/a

PROPOSED

Front yard setback 3.0m
Rear yard setback 7.25m
Side yard setback 3.0m
Side yard setback 3.0m

10. Date of Acquisition of subject land: 2017
11. Existing uses of subject property: Vacant
12. Proposed uses of subject property: Commercial - shopping centre (food store, retail and restaurant uses)
13. Existing uses of abutting properties: Residential to the south and west; residential and open space to the north
14. Date of construction of all buildings & structures on subject land: To be determined
15. Length of time the existing uses of the subject property have been continued: since ownership
16. (a) What water supply is existing/proposed?
Municipal Other (specify) _____
Well
- (b) What sewage disposal is/will be provided?
Municipal Other (specify) _____
Septic
- (c) What storm drainage system is existing/proposed?
Sewers Other (specify) _____
Ditches
Swales

17. Is the subject property the subject of an application under the Planning Act, for approval of a plan of subdivision or consent?

Yes No

If answer is yes, provide details: File # _____ Status _____

18. Has a pre-consultation application been filed?

Yes No

19. Has the subject property ever been the subject of an application for minor variance?

Yes No Unknown

If answer is yes, provide details:

File # _____ Decision _____ Relief _____
File # _____ Decision _____ Relief _____
File # _____ Decision _____ Relief _____

Katherine Rauscher

Signature of Applicant(s) or Authorized Agent

DATED AT THE City OF Burlington
THIS 18 DAY OF May 2022

IF THIS APPLICATION IS SIGNED BY AN AGENT, SOLICITOR OR ANY PERSON OTHER THAN THE OWNER OF THE SUBJECT LANDS, WRITTEN AUTHORIZATION OF THE OWNER MUST ACCOMPANY THE APPLICATION. IF THE APPLICANT IS A CORPORATION, THE APPLICATION SHALL BE SIGNED BY AN OFFICER OF THE CORPORATION AND THE CORPORATION'S SEAL SHALL BE AFFIXED.

Katherine Rauscher OF THE City OF Burlington
IN THE Region OF Halton SOLEMNLY DECLARE THAT

ALL OF THE ABOVE STATEMENTS ARE TRUE AND I MAKE THIS SOLEMN DECLARATION CONSCIENTIOUSLY BELIEVING IT TO BE TRUE AND KNOWING THAT IT IS OF THE SAME FORCE AND EFFECT AS IF MADE UNDER OATH

DECLARED BEFORE ME AT THE
City OF Burlington
IN THE Region OF
Halton THIS 18th DAY OF
May 2022
[Signature]
A Commissioner Etc.

Katherine Rauscher

Signature of Applicant or Authorized Agent

Submit by Email

Doris Ann Ainsworth, a
Commissioner, etc., Province of
Ontario, for the Province of Ontario, Limited.
Expires August 2, 2022.

Present Official Plan Designation: _____

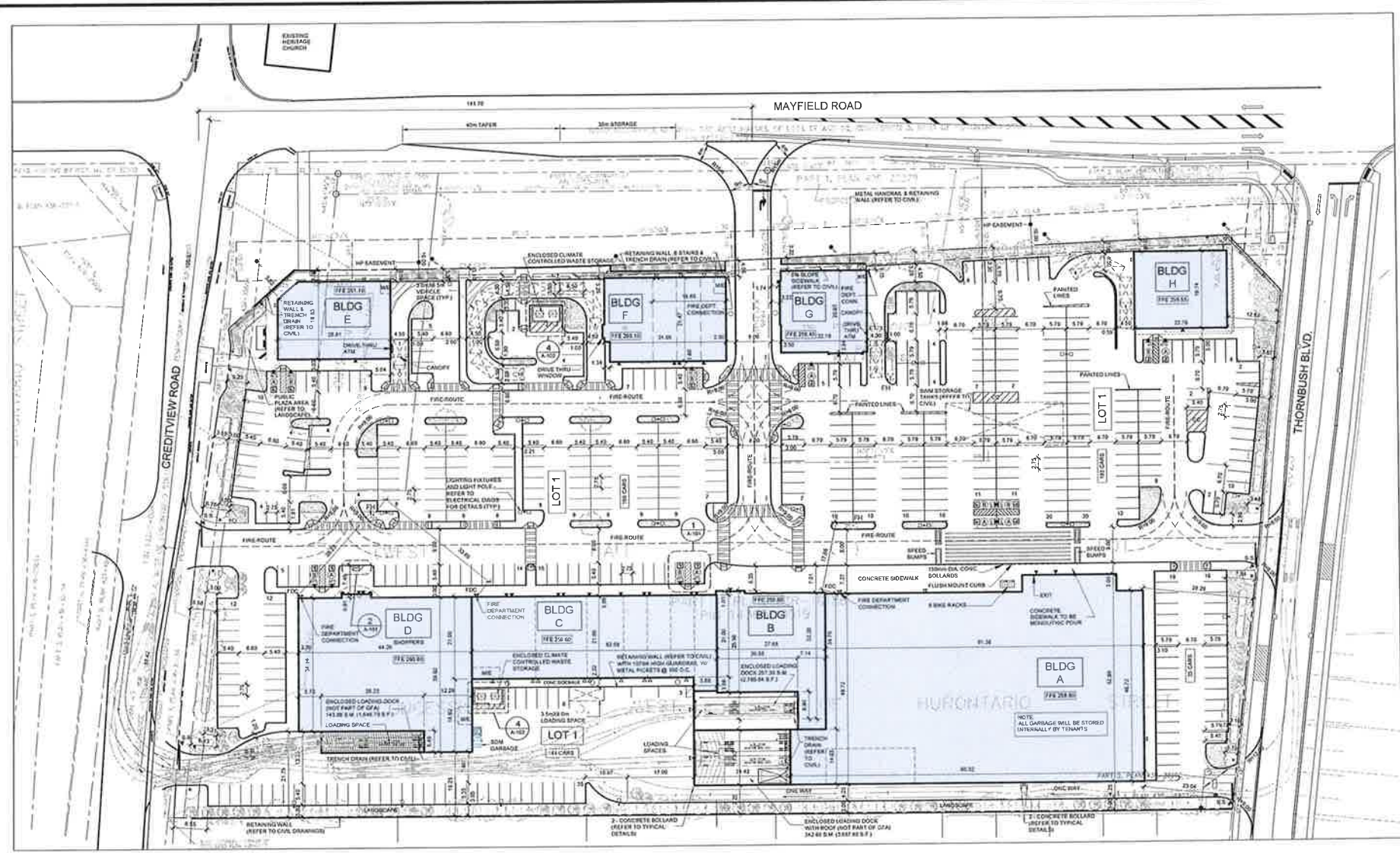
Present Zoning By-law Classification: C3-2454

This application has been reviewed with respect to the variances requested and the results of the said review are outlined on the attached checklist.

[Signature]
Zoning Officer

MAY 26, 2022
Date

DATE RECEIVED _____



1 SITE PLAN (CURRENT)
A-100 SCALE 1:400

SYMBOL LEGEND		PROPERTY LINE	
	MAIN ENTRY LOCATIONS		DESIGNATED FIRE ROUTE (REFER TO CIVIL DRAWINGS FOR DETAILS)
	LOADING DOCK LOCATIONS		ACCESSIBLE PARKING SIGN
	DRIVE-IN LOCATIONS		FIRE HYDRANT AND VALVE (REFER TO TYPICAL SITE PLAN DETAILS)
	ENTRANCE & EXIT VESTIBULES		FIRE DEPT. CONNECTION
	DIRECTION OF TRAFFIC FLOW		ALTERNATIVE FUELING STATION
	LANDSCAPE ISLANDS (SEE CIVIL & LANDSCAPE DRAWINGS)		GARbage ROOM
	PAVED ISLANDS (PAVED ISLAND COLOUR AS PER PAINT SPEC.)		ELECTRICAL ROOM
	OUTLETS FOR ACCESSIBLE ACCESS		MECHANICAL ROOM
	GAS METER LOCATION (REFER TO MECHANICAL & CIVIL DRAWINGS)		CART CORRAL
	SNOW STORAGE		BICYCLE RACK (LAYOUT CONFORMS TO REQUIREMENTS FOR DESIGN & MANAGEMENT OF BICYCLE PARKING FACILITIES)
	EASEMENT		

SURVEY INFORMATION
PART OF LOT 17, CONCESSION 3 WEST OF HURONTARIO STREET (GEOGRAPHIC TOWNSHIP OF CHONGQUAOUEY) CITY OF BRAMPTON REGIONAL MUNICIPALITY OF PEELE
SCHAEFFER CONSULTING ENGINEERS LTD. ONTARIO LAND SURVEYORS 65 JARDIN DRIVE CONCORD, ONTARIO L4K3P3 JOB NO. 11-125-05A
SURVEYING LTD. 1461 MELHAM ROAD BRAMPTON, ONTARIO L6R 0B7 PH. 105-928-8700 WWW.ASTRISURVEYING.COM PROJECT NO. 19190_R1PLAN
WBSM
DATE: 10/11/2022
BY: [Signature]
CHECKED BY: [Signature]
TRUCK & CAR PROFILES

SITE ANALYSIS

LOT 1 - COMM. DEVL.	38,228.45 M ² (9,45 AC)
BUILDING AREA	
BLDG A (FOOD STORE)	4,198.21 M ² (1,048,815 S.F.)
GROUND FLOOR MEZZANINE DOCK	266.00 M ² (57,200 S.F.)
TOTAL BLDG A	4,464.21 M ² (966,015 S.F.)
BLDG B (RETAIL)	274.34 M ² (59,137 S.F.)
BLDG C (RETAIL STRIP)	1,213.24 M ² (262,877 S.F.)
BLDG D (DRUG STORE)	1,543.47 M ² (332,644 S.F.)
BLDG E (BANK)	559.78 M ² (120,442 S.F.)
BLDG F (RESTAURANT/CAFE)	881.36 M ² (190,000 S.F.)
BLDG G (BANK)	478.47 M ² (103,000 S.F.)
BLDG H (BANK)	489.46 M ² (105,838 S.F.)
TOTAL GFA	10,719.90 M ² (2,317,516 S.F.)
COVERAGE (GROUND FLOOR)	28.29%
FS (SPADOT 2)	0.37%

TOTAL PARKING REQUIRED	446 CARS
TOTAL PARKING PROVIDED	468 CARS
TOTAL ACCESSIBLE PARKING REQ'D	12 CARS
TYPE A	6 CARS
TYPE B	6 CARS
TOTAL ACCESSIBLE PARKING PROVIDED	14 CARS
TYPE A	7 CARS
TYPE B	7 CARS
LANDSCAPE AREA	6,922.72 M ² 18.11%
PAVED AREA	26,365.74 M ² 68.92%
BUILDING W/ ENCLOSED LOADING DOCK (NOT INCLUDED IN GFA)	340.60 M ² 0.90%
BUILDING B/ ENCLOSED LOADING DOCK (NOT INCLUDED IN GFA)	357.93 M ² 0.97%
BUILDING D/ ENCLOSED LOADING DOCK (NOT INCLUDED IN GFA)	143.88 M ² 0.38%

NO.	DATE	REVISIONS	BY
#1	04/26/22	REVISIONS TO SPA	NIA
#2	04/14/22	REVISIONS TO SPA	NIA
#3	04/13/22	REVISIONS TO SPA	NIA
#4	03/16/22	GEN REV BLDG D GAR IN	NIA
#5	03/16/22	GEN REV BLDG D GAR IN	NIA
#6	03/17/22	RELOCATED MARK ENCLOSURE	NIA
#7	03/17/22	COORD. LANDSCAPE & ELECTRICAL	NIA
#8	03/17/22	COORD. CIVIL & LANDSCAPE DWGS	NIA
#9	03/17/22	COORDINATED CIVIL DRAWINGS	NIA
#10	03/17/22	COORDINATED WITH ELECTRICAL	NIA

DRAWING ISSUE

DATE	PARTICULARS	BY
10/11/2022	Issued for Review/Approval Issued for Plan Approval Issued for Review and Budgeting Issued for Building Permit Issued for Tendering Issued for Construction Issued for Record Set of Drawings	ET

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VENTHARTI GOULARD ARCHITECT INC.
255 HURONTARIO STREET
1ST FLOOR
BRAMPTON, ONTARIO L6R 0B7
TEL: 905-874-1200
WWW.VGA-ARCHITECTS.COM

ONARIO ASSOCIATION OF ARCHITECTS
REGISTERED ARCHITECT
REG. NO. 420

CONSTRUCTION MONTH

VGA Ventharti Goulard Architect Inc.
255 HURONTARIO STREET
1ST FLOOR
BRAMPTON, ONTARIO L6R 0B7
TEL: 905-874-1200
WWW.VGA-ARCHITECTS.COM

PROPOSED COMMERCIAL DEVELOPMENT
MAYFIELD & CREDITVIEW
BRAMPTON, ONTARIO

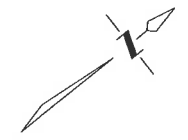
DRAWING NAME
SITE PLAN (CURRENT)

SCALE	DATE OF DWG	PROJECT NO.
AS NOTED	10/11/2022	19190
DRAWN BY	SHEET NO.	
RTADVA	A-100	
CHECKED BY		
RDG		

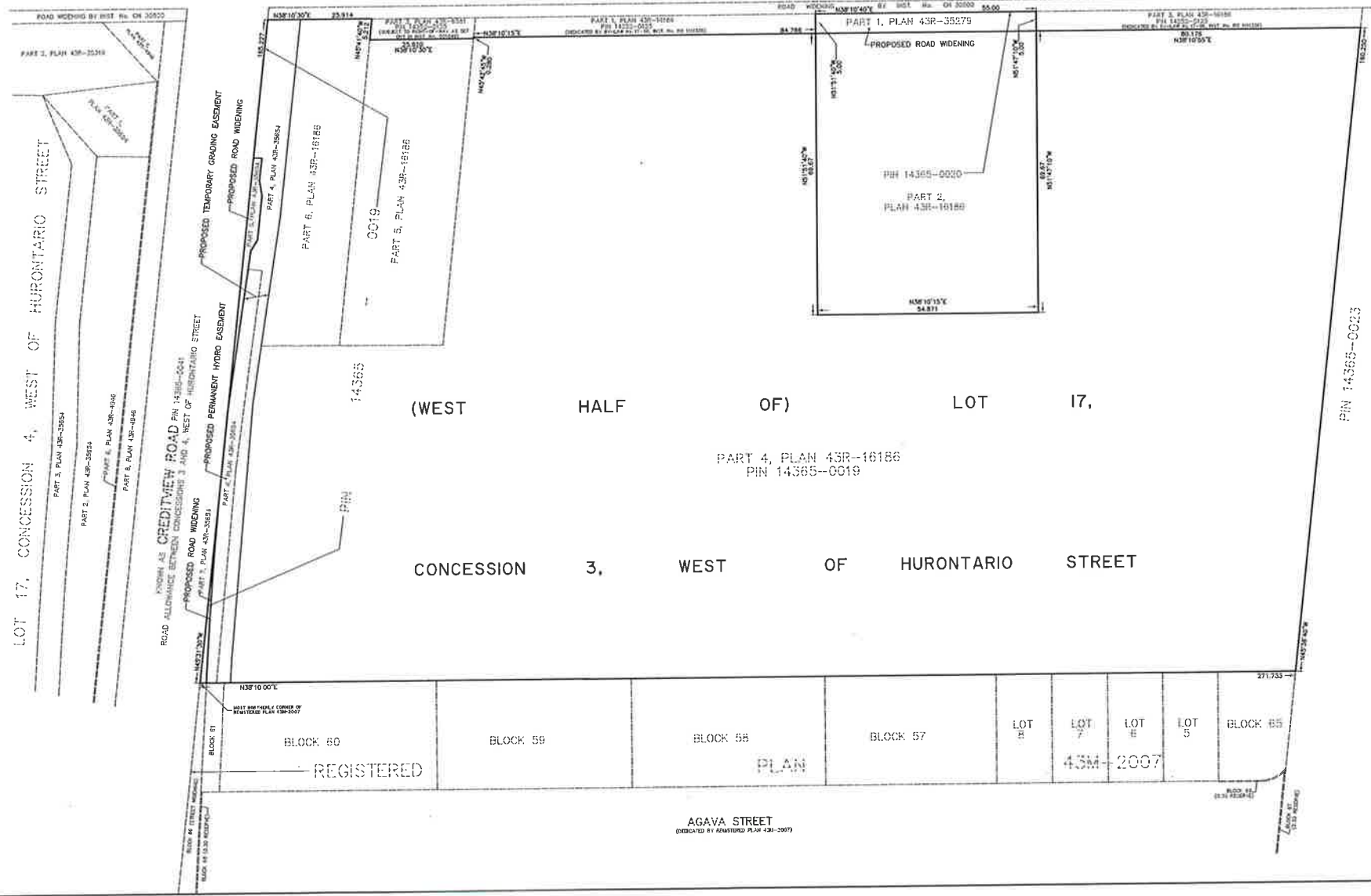
METRIC: DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

SKETCH SHOWING
**PART OF LOT 17, CONCESSION 3,
 WEST OF HURONTARIO STREET**
 (GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
CITY OF BRAMPTON
 REGIONAL MUNICIPALITY OF PEEL
 SCALE 1:500

SCHAEFFER DZALDOV BENNETT LTD.
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MAYFIELD ROAD
 ROAD ALLOWANCE BETWEEN THE WEST HALVES OF LOTS 17 AND 18, CONCESSION 3, WEST OF HURONTARIO STREET
 FRII 14292-0125



CAUTION
 THIS IS NOT A PLAN OF SURVEY AND SHALL NOT BE USED EXCEPT FOR THE PURPOSE INDICATED IN THE TITLE BLOCK.
 THIS SKETCH HAS BEEN COMPILED FROM LAND REGISTRY OFFICE RECORDS.

UPDATED ON JULY 26, 2018.
 PREPARED ON NOVEMBER 16, 2015.

SCHAEFFER DZALDOV BENNETT LTD.
 ONTARIO LAND SURVEYORS

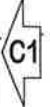
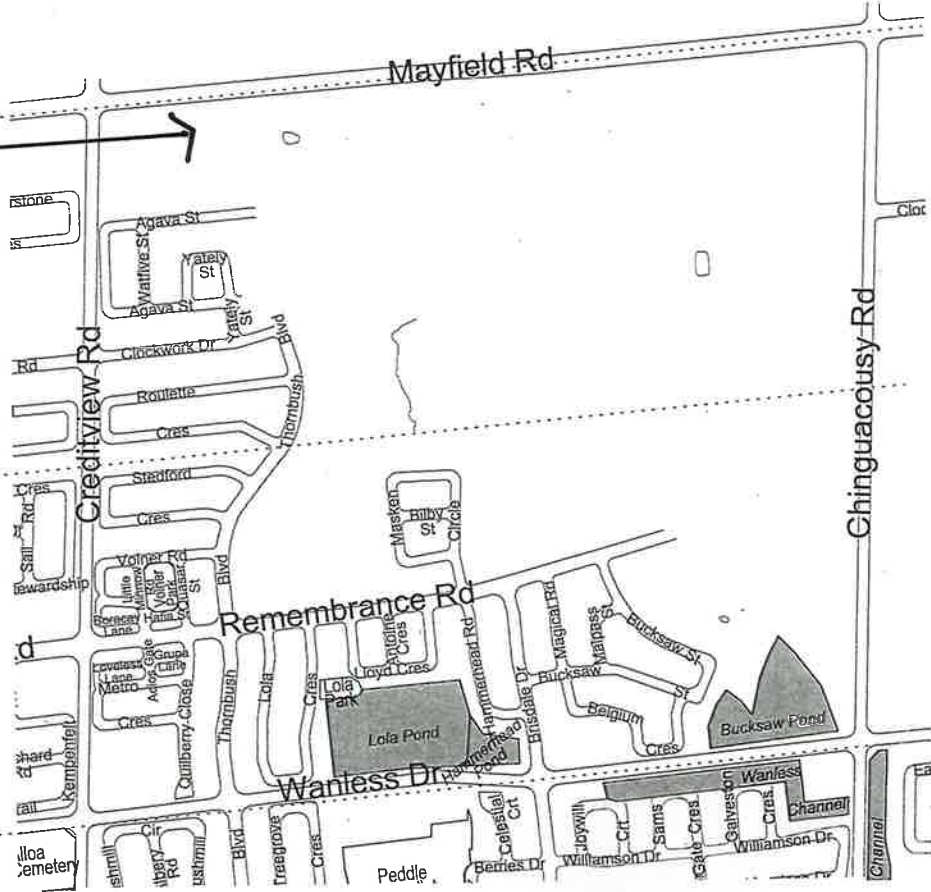
64 JARDIN DRIVE	CONCORD, ONTARIO L4K 3P3	TEL 416-298-7500
DRAWN ACAD/LW	CHECKED RAP	SCALE 1:500
		JOB NO. 0-126-00A
JULY 27, 2018		

A-2022-0181

a

b

d



D1



Hewson Pond